

CLASSIFIED MESSAGE

SECRET

ROUTING

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| 1 | 9 |
| 2 | 10 |
| 3 | 11 |
| 4 | 12 |
| 5 | 13 |
| 6 | 14 |
| 7 | 15 |
| 8 | 16 |

PRIORITY

IN 63097

OSA 1-15

0123Z 17 DEC 64

ROUTING INT

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DIRECTOR

TOR: 0206Z 17 DEC 64

PRIORITY

INFO

CITE

OXCART FLTEST OPS

25X1A

1. ARTICLE 127 MADE FLIGHT 95, SORTIE 1-T-64-630 ON 16 DEC 64.

TAKEOFF AT 1000 HOURS, LANDING AT 1250 HOURS FOR 2:50. MISSION UNSUCCESSFUL. GROSS WEIGHT 117,000 LBS, C.G. 20.3 PERCENT, TAKEOFF DISTANCE 7500 FT, TAKEOFF SPEED 220 KNOTS, PRESSURE ALT 4450 FT, TEMP 27 DEGREES, WIND CALM. MAX SPEED 2.8 MACH, MAX ALTITUDE 77,000 FT, TIME OVER 2.0 MACH 1:50, TIME OVER 2.6 MACH 1:30, TIME OVER 2.8 MACH N/A, TOTAL AIRCRAFT TIME 135:57.

PURPOSE: CONFIGURATION 2.8 MACH.

Q BAY AND SPECIAL EQUIPMENT: TYPE I PACKAGE.

2. SUMMARY: NORMAL TAKEOFF AND CLIMB. ON BOTH CLIMBOUTS MODERATE TO SEVERE TURBULENCE WAS ENCOUNTERED BETWEEN 49,000 AND 50,000 FT. INS AUTONAV-AUTO DESTINATION USED AND APPEARED GOOD. AN ACTUAL ARC-50 RENDEZVOUS WAS ACCOMPLISHED IN EXTERNAL MODE. CONTINUOUS DME FROM 450NM TO 1NM, AT THIS TIME VOICE CONTACT WAS MADE AND AIR REFUELING WAS ACCOMPLISHED IN EXTERNAL MODE. GOOD ADF FROM 150NM TILL CONTACT. AIR REFUELING ACCOMPLISHED IN A

USAF review(s) completed.

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25X1A

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S E C R E T

PAGE TWO

DESCENT FROM 30,000 TO 24,000 FT WITH AN ONLOAD OF 60,000 LBS.
ON SECOND CLIMBOUT FAILURE OF B HYDRAULIC SYSTEM OCCURED AND MISSION
WAS ABORTED. SSB CONTACTS WERE GOOD. ON LANDING, CHUTE DEPLOY/
JETTISON NORMAL. LIFE SUPPORT EQUIPMENT WAS SATISFACTORY.

END OF MESSAGE

S E C R E T